

SUMMARY OF THE 4TH INTERMODAL ADVISORY COUNCIL MEETING

Louisiana Statewide Transportation Plan Update

Meeting Time and Location

The fourth meeting of the Intermodal Advisory Council was conducted for the update of the *Louisiana Statewide Transportation Plan* on November 14, 2002, at the Radisson Hotel in Baton Rouge, Louisiana.

Meeting Attendees

The following persons attended the meeting:

Advisory Council Members/Representatives

Glenn Guilliot, Southeastern Motor Freight
Carmack Blackmon, Louisiana Railroads
Anthony Marino, BTR Airport
Cathy Gautreaux, Louisiana Motor Transport Association
Jim Harvey, Regional Planning Commission
J. Kent Rogers, Council of Governments
Huey Dugas, CRPC
Ken Perret, , DOTD
Maggie Woodruff, New Orleans Regional Chamber of Commerce
J. Revius Ortique, New Orleans Aviation Board
F. E. "Hank" Lauricella, Chair
Darryl Saizan, New Orleans Airport
Elton Pody, Central Louisiana Chamber of Commerce

Non-Member DOTD Staff

Tom Atkinson, DOTD
Denny Silvio, DOTD
Tom Bartkiewicz, DOTD
Eric Kalivoda, DOTD
Dan Broussard, DOTD

Consultant Team Members

Butch Babineaux, WSA
Chris Chritton, WSA
Dale Janik, WSA
Tom Cooney, WSA
Phil Brodt, GCR & Associates, Inc.
J. Amdal, UNO/CUPA MPIC

Others

Joe Bryan, Reebie Associates
Cliff Galante, St. Tammany Parish Government
Sean Hunter, LANOIA

The welcome and introduction was given by the Chair, Hank Lauricella.

Meeting Purpose

Eric Kalivoda stated the purpose of the meeting was to present Plan recommendations and to discuss the next steps in the planning process.

Summary of Meeting Comments

- Joe Bryan – Reebie Associates

Joe Bryan gave an overview of Reebie's Transearch database, which has been purchased to support development of the Louisiana Statewide Transportation Plan.

Mr. Bryan noted that while the Federal Commodity Flow Survey (CFS) was developed based on a total of 6,000,000 freight movements, Reebie's Transearch database was developed using over 90,000,000.

Mr. Bryan also noted that the Transearch database underwent extensive peer review during development of the Freight Analysis Framework Study conducted by the FHWA

- Tom Cooney, Wilbur Smith Associates

Mr. Cooney gave a presentation of initial results gained from the statewide travel demand model developed to support the Plan Update.

Mr. Cooney noted that Arkansas flows were purchased from Reebie for this Plan Update effort, however they are just overhead (through) movements. The Louisiana flows include originations and destinations (both inter-and intrastate), as well as through movements.

Mr. Cooney then presented a summary of the 2030 forecast data used to develop the model:

2030 Population and Employment Forecasts		
	Population	Employment
LA	+22%	+38%
TX	+31%	+56%
AK	+36%	+46%
MS	+27%	+42%

Mr. Cooney then presented a summary of trip types from the 2030 (base network – no improvements) forecast model run:

Internal: +18%

Internal – External: +70%

Through trips: +62%

Mr. Cooney presented the following summary of model information (base network – no improvements)

2030 Trips	Rural VMT	Rural VHT
Auto – 15.89 m (+26%)	2000-37.05 m	2000 – 709 K
Truck – 0.22 m (+36%)	2030 – 52.3 m	2030 – 989 K
Total – 16.4 m (+26%)	Diff = + 41%	Diff = +40%

Mr. Cooney noted that the most significant increase among these categories occur on Louisiana's interstate highways.

Mr. Cooney noted that 30 years of growth will bring a lot of congestion to Louisiana's urbanized areas.

- Dale Janik, Wilbur Smith Associates

Mr. Janik summarized the needs picture for each modal category described in the Plan Update, beginning with highway pavements. The following investment levels have been recommended for each highway system category:

\$55 million – Interstate

\$36 million – National Highway System

\$72 million – Statewide Highway System

\$56 million – Regional Highway System

Eric Kalivoda noted that for bridges on the federal-aid system, it will require \$80 m to maintain over the plan analysis period, while less than \$70 m is what is currently budgeted

A discussion then followed on the possibility of implementing a local option gasoline tax in Louisiana. It was noted that this proposal should strictly be for gasoline, as opposed to both gas and diesel, as an option diesel tax would put some LA trucking concerns at a competitive disadvantage.

It was suggested that the option tax be implemented in such a manner so that a minimum population of an urban or urbanized area would be required for that jurisdiction to be able to formally consider the adoption of such a tax.

It was asked during this discussion if such taxes had ceilings, and more generally, based on its implementation elsewhere, how much money could be raised by adopting such a tax?

Dale Janik then started a discussion of the various funding scenarios developed for the Plan Update, along with the projects and/or initiatives from each mode that would be included in each.

Funding scenario 1A barely maintains current roadway conditions; things don't get better.

It was noted that megaproject priority Scenario 2 focuses largely on the existing interstate system.

A discussion of Surface Passenger Transportation needs then ensued. Jim Amdal, UNO, noted that the first two recommendations for Surface Passenger Transportation are the most important by far (Educate state and local elected officials on the needs and benefits of public transportation [SP-1], and Market/promote public transportation [SP-3]).

It was noted that because of local support for the project, the local match figure for the New Orleans CBD – Airport light rail project could very well be more than what was shown during the presentation.

During the freight rail discussion, it was noted that losing small railroads equates to losing base industries in Louisiana.

It was noted that dialogue among congressional delegations was a plan recommendation that should be listed under every mode, i.e., should be an intermodal recommendation.

The need to refer to the Millennium Port concept in final plan documentation was noted, as it was clear to the group that by itself, the Napoleon Avenue port capacity improvement project isn't feasible as a long-term solution to maritime capacity deficiencies.

At the conclusion of the meeting, the Intermodal Advisory Council approved the draft Statewide Transportation Plan, as amended in the discussion, for presentation to the LIIEP Commission on December 10, 2002.